

SPOT 3 Lessons from the MPO/RPO Perspective

Joint Transportation Appropriations
Committee



Big Picture Issues

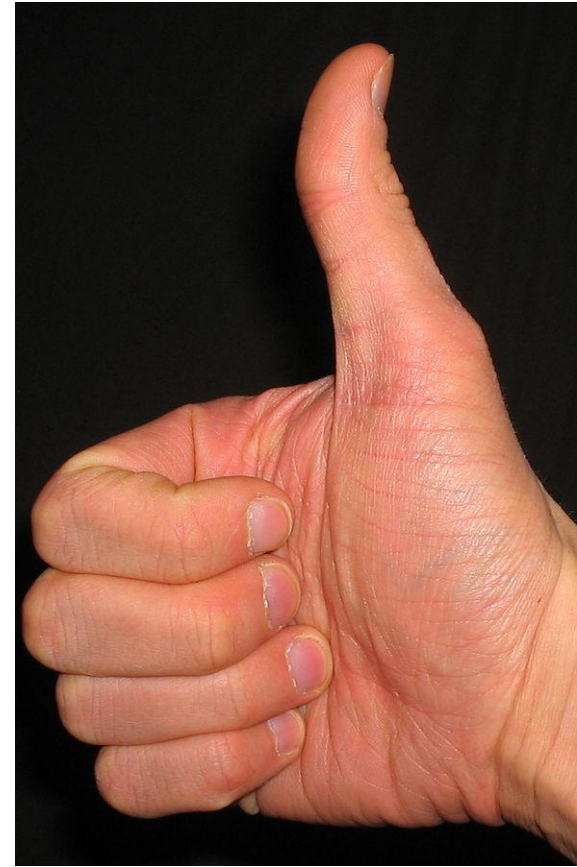
STI worked well, improving transparency & delivering a good mix of projects; some things we learned along the way:

- Revenue. Revenue. Revenue.
- STP-DA/TAP Funds-Reconsider Exemption
- Classification of Regional Facilities & Expand Eligible Projects to Include Rail at the Ports
- Respect of Public Process-Statewide Tier and MTP/LRTP alignment
- Non-Highway Strategy



STI Worked Well!

- MPOs/RPOs consider the STI to be an overall success
- Transparency improved
- NCDOT/MPO/RPO coordination improved
- The workgroup process was effective at hammering out the technical details of making the law work.



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Revenue

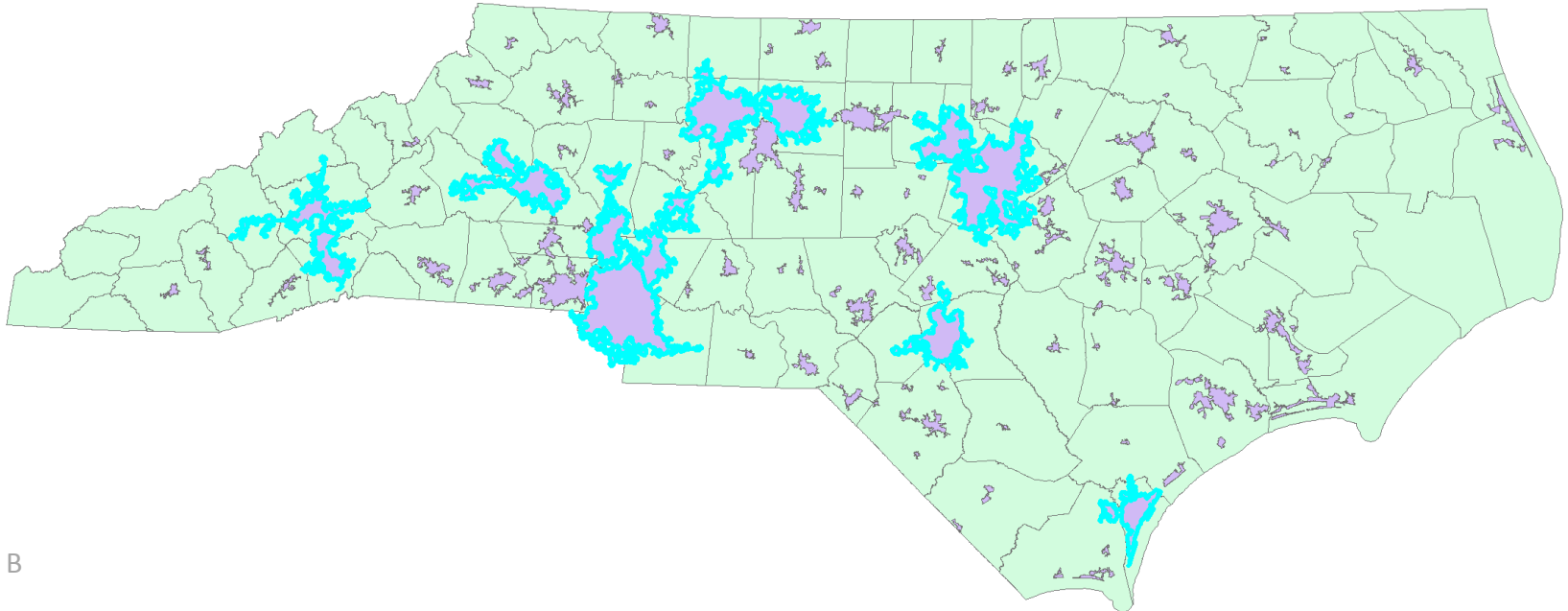
- We all know revenue is falling compared to Vehicle Miles Traveled
- We applaud the General Assembly's efforts to steward our resources while looking for ways to rebalance the equation.



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Surface Transportation Program-Direct Allocation (STP-DA) and Transportation Alternatives Program (TAP)

- 10 Large (>200,000 population) MPOs get a direct allocation of federal funds via STP-DA and TAP
- These funds tend to be used on Division tier



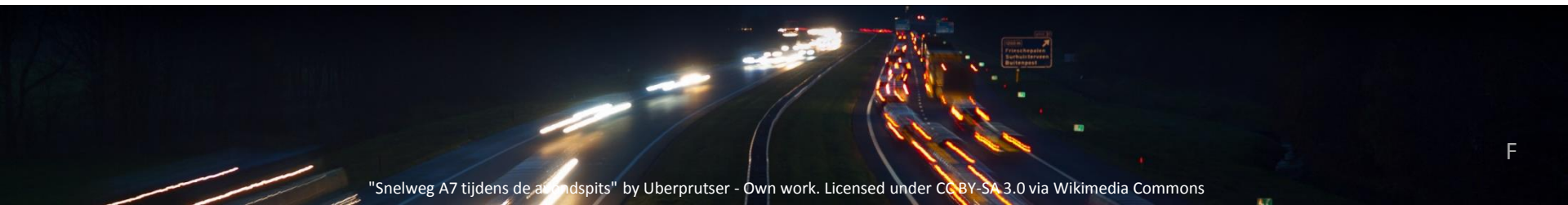
STP-DA and TAP (continued)

- STP-DA/TAP are not exempt from STI; this reduces access to Division resources for areas that do not receive STP-DA or TAP funds.
- The Division tier includes a majority of road miles and non-roadway infrastructure, and it is already overloaded.
- ***Please re-examine exempting STP-DA & TAP from STI, like the CMAQ or Appalachian funds***



Expand Definition of Regional Needs

- The current threshold for projects to qualify for the Regional tier created inconsistencies when compared to how a facility actually functions.
- This led to added pressure on the Division tier, and limited the opportunity for these facilities to be funded.
- ***Please re-examine how expressways and high-volume arterials are classified for the regional tier, regardless of NC/US route designation***
- ***Please re-examine the threshold for inclusion of fixed guideway transit projects, notably the 2-county provision***
- ***Please consider Ferry projects for inclusion in the Regional tier***



Expand Eligibility: Short Line Rail

- Privately operated rail short lines are not eligible for funds under STI.
- Both of the NC Ports and other State-owned assets have State-owned short line rail on their property that are operated by private contractors.
- ***Ideally, all State-owned short line rail facilities would be eligible for funding in STI.***



Public Process Issues

- MPOs have a federally-recognized process and resulting plans (LRTP or MTP plus TIP) that have rigorous public participation and buy-in
- These plans are used for Air Quality determinations in many parts of the state
- The Statewide Tier has no mechanisms to tie these plans to prioritization other than non-concurrence of regional TIPs and STIP
- ***Please consider some mechanism for local input at the statewide tier.***

Non-Highway Strategies

- As part of fiscal stewardship, STI recognizes bike & pedestrian as local responsibilities.
- This saves state money in the short term, but may create a problem for economic development in the long term:
- We know quality of life issues are important to attract talented labor and high-paying jobs.
- ***Please consider permitting state match for bicycle and pedestrian projects. This would especially benefit rural areas.***
- ***Please help cities & towns find additional ways to generate transportation revenue.***

